AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

Claims 1-7. (Canceled).

8. (Currently Amended) A device for impact sensing for a vehicle, comprising:

a first acceleration sensor mechanism situated on a bumper, wherein the first acceleration sensor mechanism is situated between a crossmember of the bumper and a fascia of the bumper, and wherein the first acceleration sensor mechanism includes at least one acceleration sensor attached to the fascia of the bumper; and

a control apparatus executing a function to evaluate data from the first acceleration sensor to differentiate between a collision with a pedestrian and bad road conditions which produce acceleration forces upon a chassis of the vehicle.

9. (Previously Presented) The device as recited in claim 8, wherein the first acceleration sensor mechanism includes two acceleration sensors, each having an offset to a center of the vehicle.

10. (Previously Presented) The device as recited in claim 8, further comprising:

at least one additional sensor mechanism situated on the bumper.

11. (Previously Presented) The device as recited in claim 10, wherein the at least one additional sensor mechanism includes at least one of a piezo cable and an environmental sensor mechanism.

12. (Previously Presented) The device as recited in claim 8, wherein the first acceleration sensor mechanism is configured so as to acquire acceleration in a vertical direction of the vehicle.

13. (Previously Presented) The device as recited in claim 8, wherein the device is connected to a control apparatus for controlling equipment for protecting persons in such a way that the equipment for protecting persons is controlled as a function of a first signal of the first acceleration sensor mechanism and a second signal, the second signal being one of an inherent speed or a relative speed.

14. (Previously Presented) The device as recited in claim 13, wherein a second acceleration sensor mechanism is situated centrally in the control apparatus.

15. (New) The device as recited in claim 13, wherein a second acceleration sensor mechanism is situated on a bumper crossmember, the second acceleration sensor configured to detect acceleration along a different direction than that of the first acceleration sensor mechanism.

16. (New) The device as recited in claim 13, wherein the control apparatus includes a data evaluation unit connected to the first acceleration sensor mechanism, to an additional acceleration sensor that is located on a bumper crossmember and configured to detect an imminent collision, and to a source of speed information.

17. (New) The device as recited in claim 16, wherein the additional acceleration sensor includes an integrated capacitive sensor.